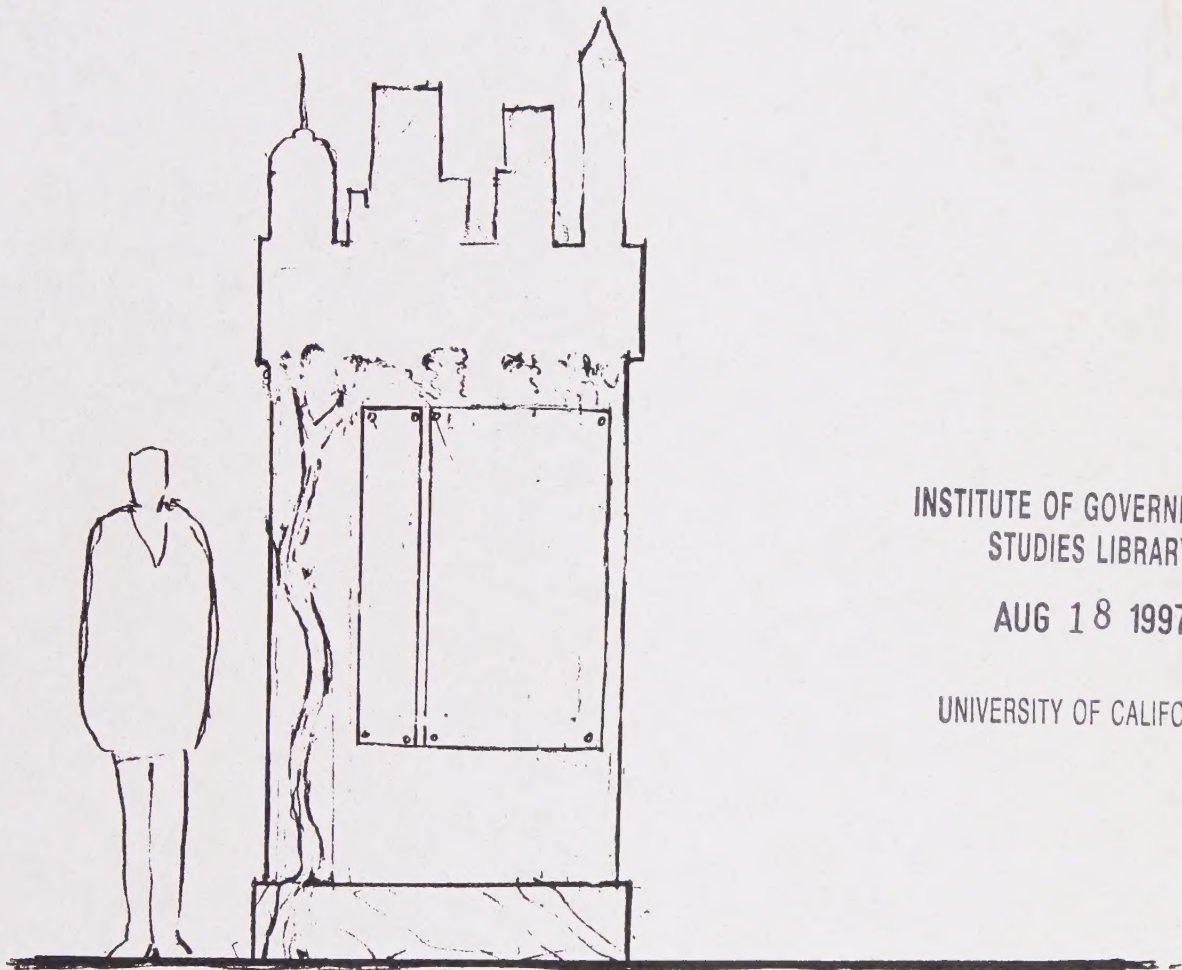


Berkeley Downtown Pedestrian Corridor Streetscape Improvements



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AUG 18 1997

UNIVERSITY OF CALIFORNIA

September 12, 1996
Conceptual Design Plan
Prepared by:
Merrill + Befu Associates
Lyndon / Buchanan Associates



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Project Summary

This project is meant to be the first phase of implementation for the Berkeley Downtown Public Improvement Plan prepared by Lyndon/ Buchanan Associates in 1994. The 1994 plan established a set of design concepts to unify the downtown area and provide stronger connections between the Civic Center and University.

Project Funding:

Funding for the project came from three sources: The City of Berkeley General Fund, UC Berkeley and Federal Transportation Enhancement Activities moneys for a total of \$725,000. The TEA moneys make up the majority of the funding at \$638,000 with the city and UC funds totaling \$87,000.

In April of 1996 the contract to prepare the conceptual plan and construction documents for this first phase were awarded to the team of Merrill + Befu Associates and Lyndon/ Buchanan Associates.

Design Concept:

The focus of this project is to encourage greater use of pedestrian, bicycle and transit access ways between the Campus, downtown and the BART and surface transit systems. The design will accomplish this by creating a local environment that supports pedestrian uses. These uses must be interesting, safe, scaled to human activity and easy to understand. Within this environment, general orientation will become self evident by the establishment of directional signage that is helpful and handsome.

At the BART plaza, a Kiosk enclosed map will provide orientation for the pedestrian. Visual clutter will be reduced by the careful placement of new bike racks and news racks. Additional lighting and realigned crosswalks through Shattuck Avenue will make the passage to Campus a safer and much more pleasant experience.

Center street will be developed to create a clear and distinct identity from the Civic Center to the Campus. This will be accomplished by widening the more heavily traveled sidewalks on the South side of the street. Visual coherence will be established by the addition of a tightly spaced row of trees located further away from the building facades. Street lights will be located in harmony with the street trees. The row of lights will be parallel to the trees closer to the

building facades. The rhythm of the trees and lights will be further enhanced by the placement of bike racks pads of special paving.

As the pedestrian crosses Oxford Street, welcoming announcements and orientation to the Campus will be provided by a kiosk similar to the one at the BART plaza. A new cut in the median on Oxford will allow limited vehicular access to Cross Campus Road. Extended sidewalks on the east side of Oxford between Centennial and Cross Campus Drive, bollards and a short row of new lighting will lead to a safe and clear pathway through the Campus at night.

Design Process:

Working closely with the advisory committee, the team prepared several alternative concepts. Public meetings were advertised and held on July 29, 1996 and August 15, 1996. At the first public meeting, two of these alternatives were presented to the public to ascertain preferences and direction. From this a preferred plan was prepared and again presented to the advisory committee and the public. All of the design efforts were tested for budget constraints by preparing accompanying cost estimates. These estimates further helped to define the project area and established priorities based on affordability.

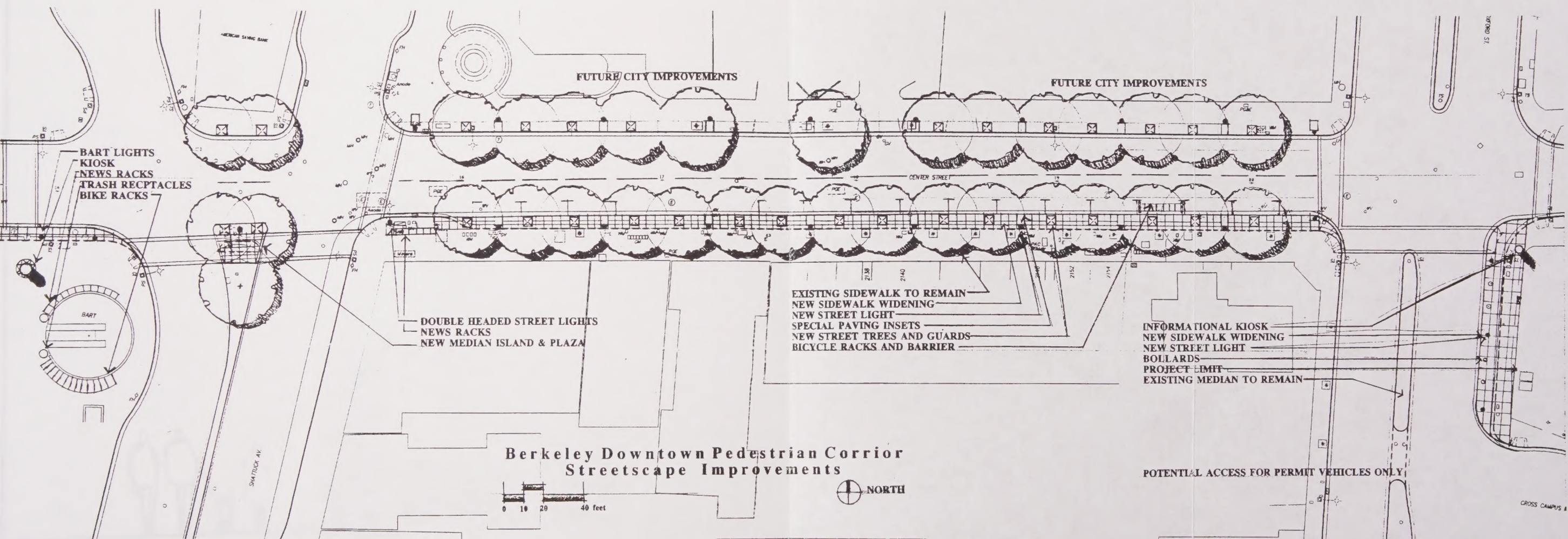
The drawings represented in this booklet are the outcome of the public meetings and design efforts of the team.

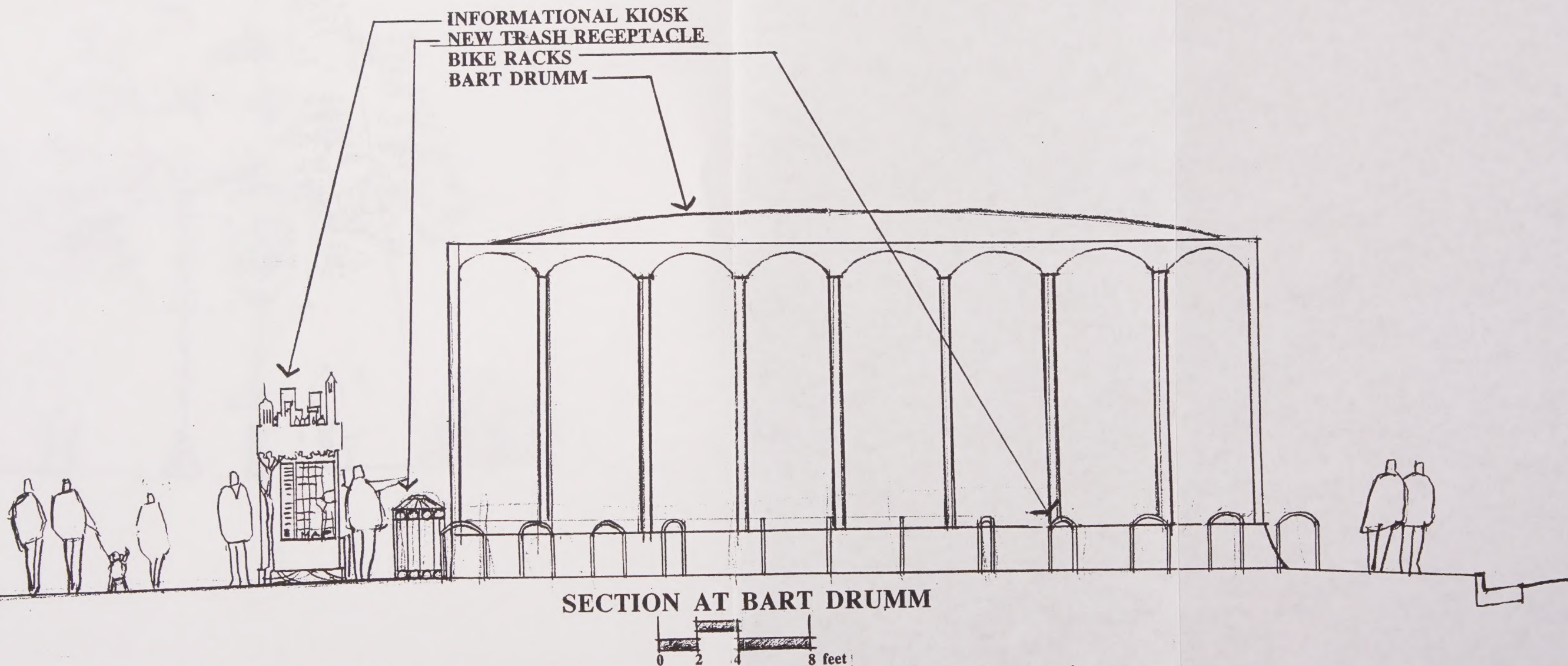
Advisory Committee:

David Bingham, *Design Review Board*
Michael Caplan, *Office of Economic Development*
David Duncan, *Office of Planning (UCB)*
Pat McGowan, *Advance Planning*
Susie Sanderson, *Advance Planning (Traffic)*
John Roberts, *Downtown Berkeley Association,*
Design Review Subcommittee
Roger Ravenstad, *Project Manager*
Jeffrey Egeberg, *Manager of Engineering*

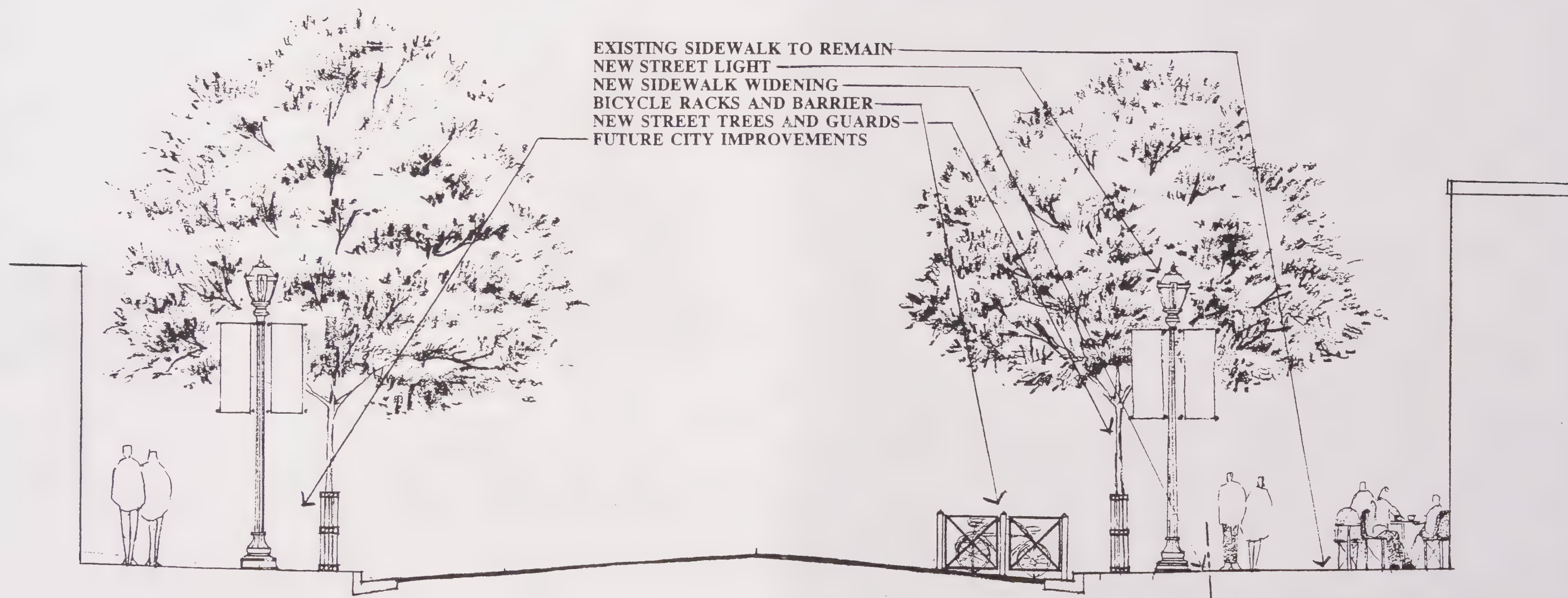
Consulting Team:

Merrill + Belfu Associates - Landscape Architects
Lyndon/Buchanan Associates - Architects
Don Todd - Cost Estimating





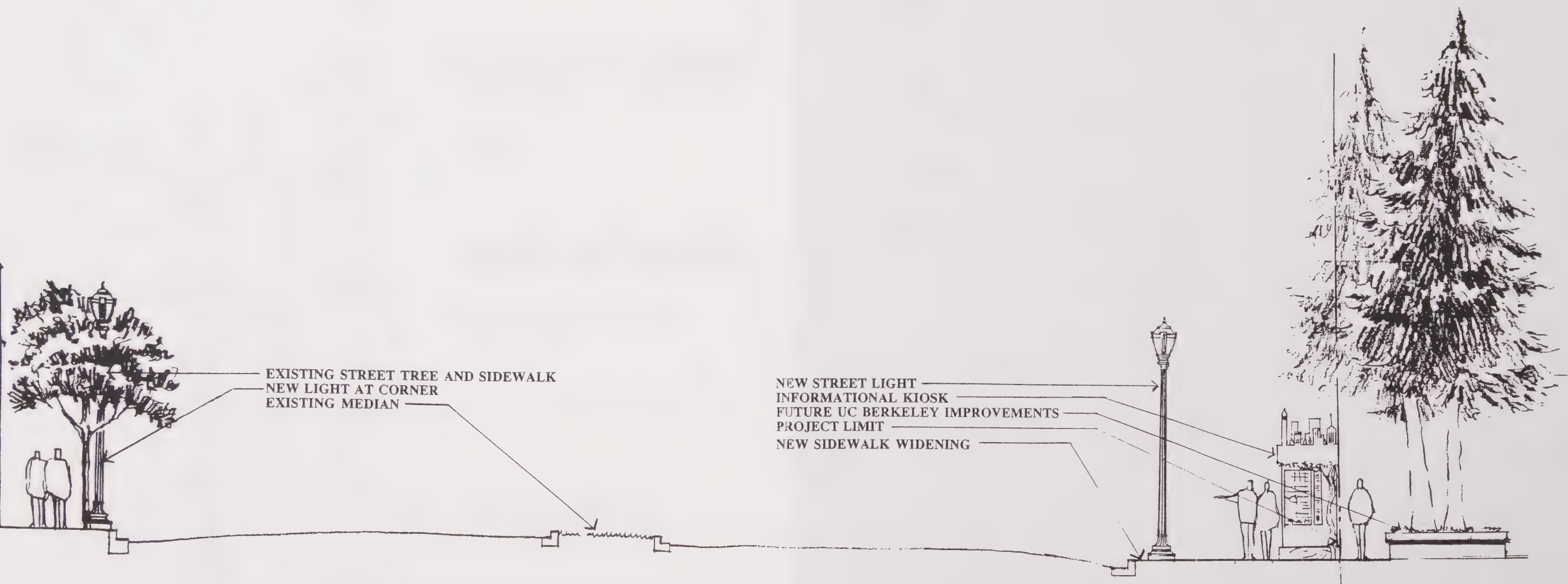
**Berkeley Downtown Pedestrian Corridor
Streetscape Improvements**

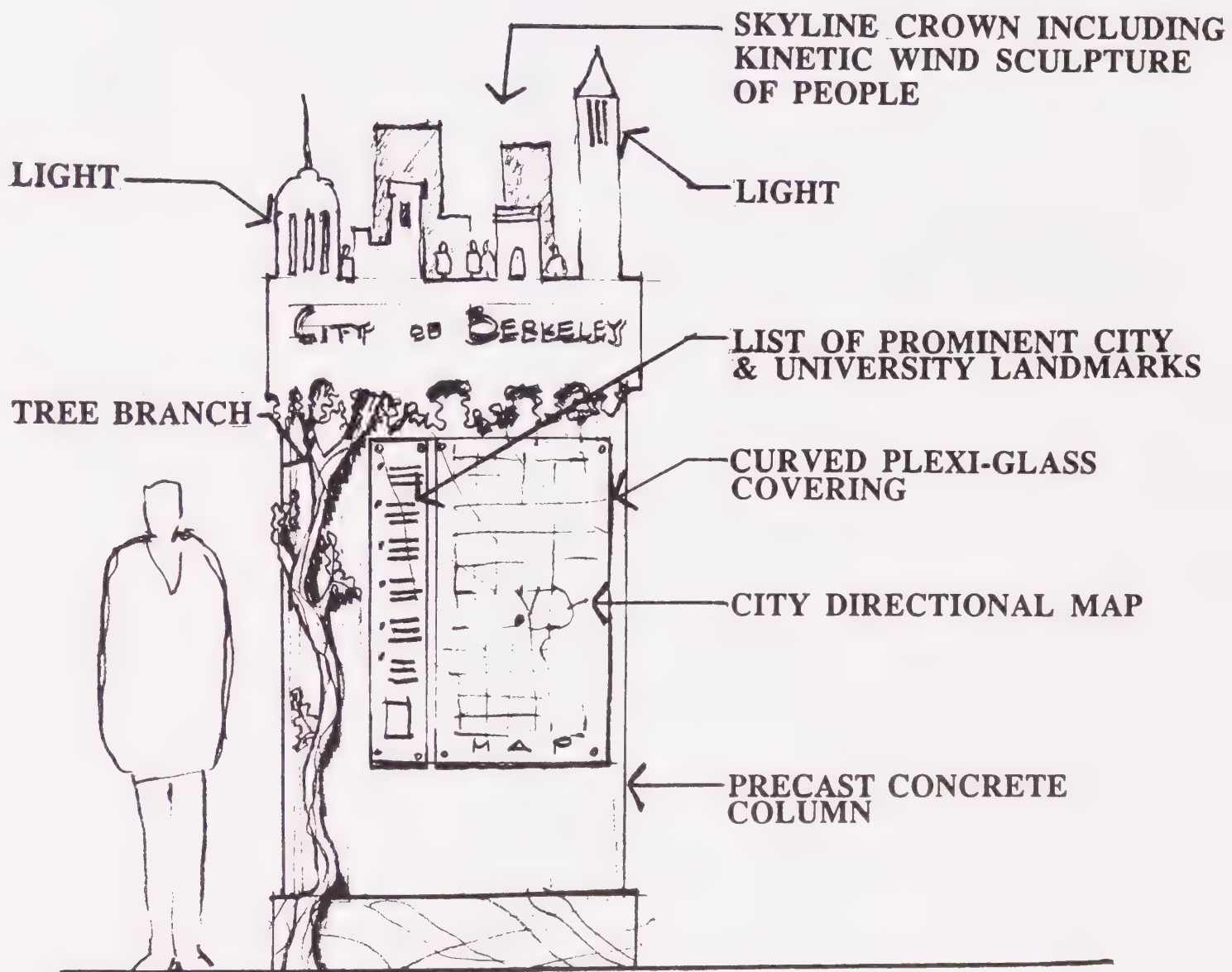


SECTION AT CENTER STREET



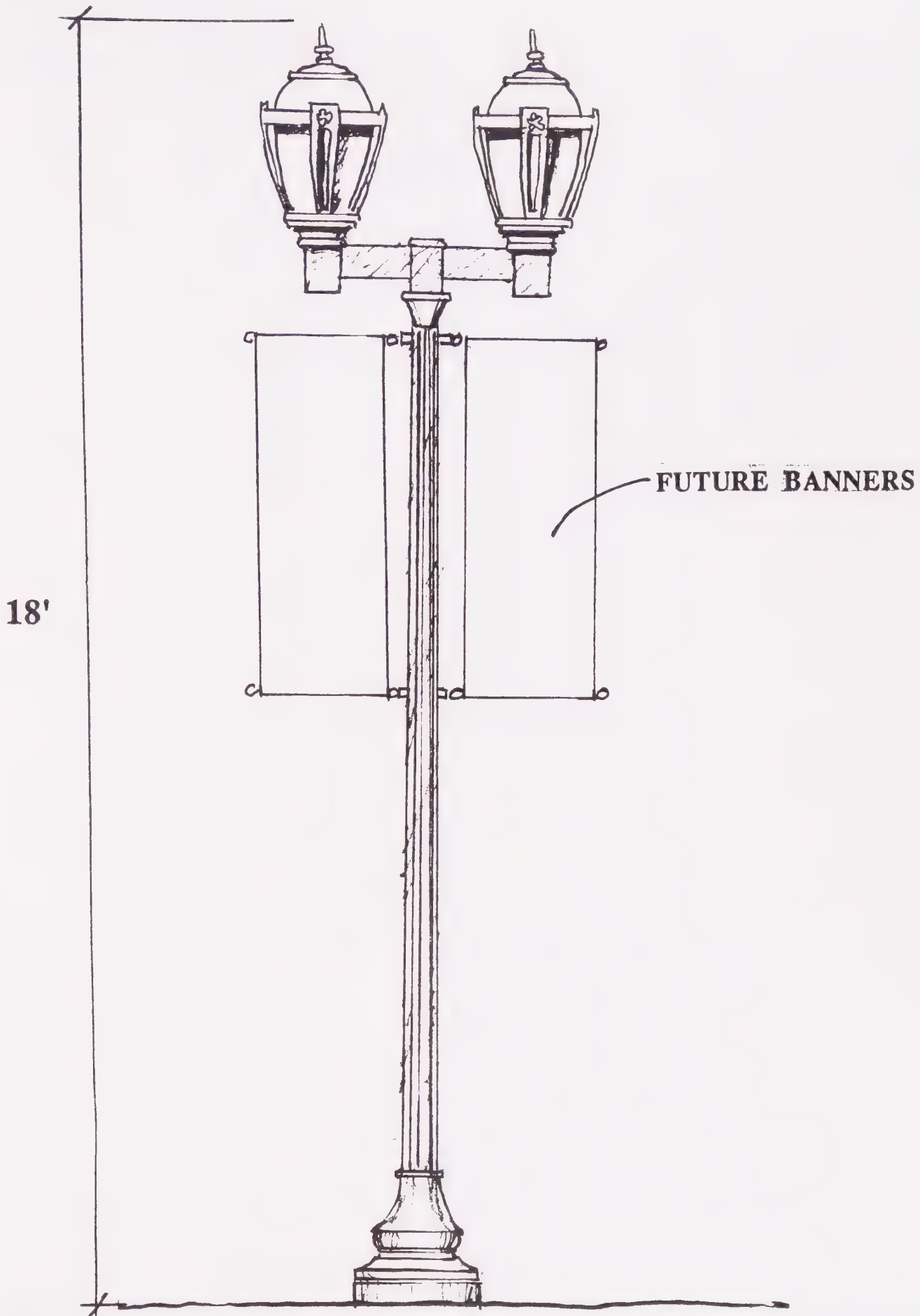
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Streetscape Improvements





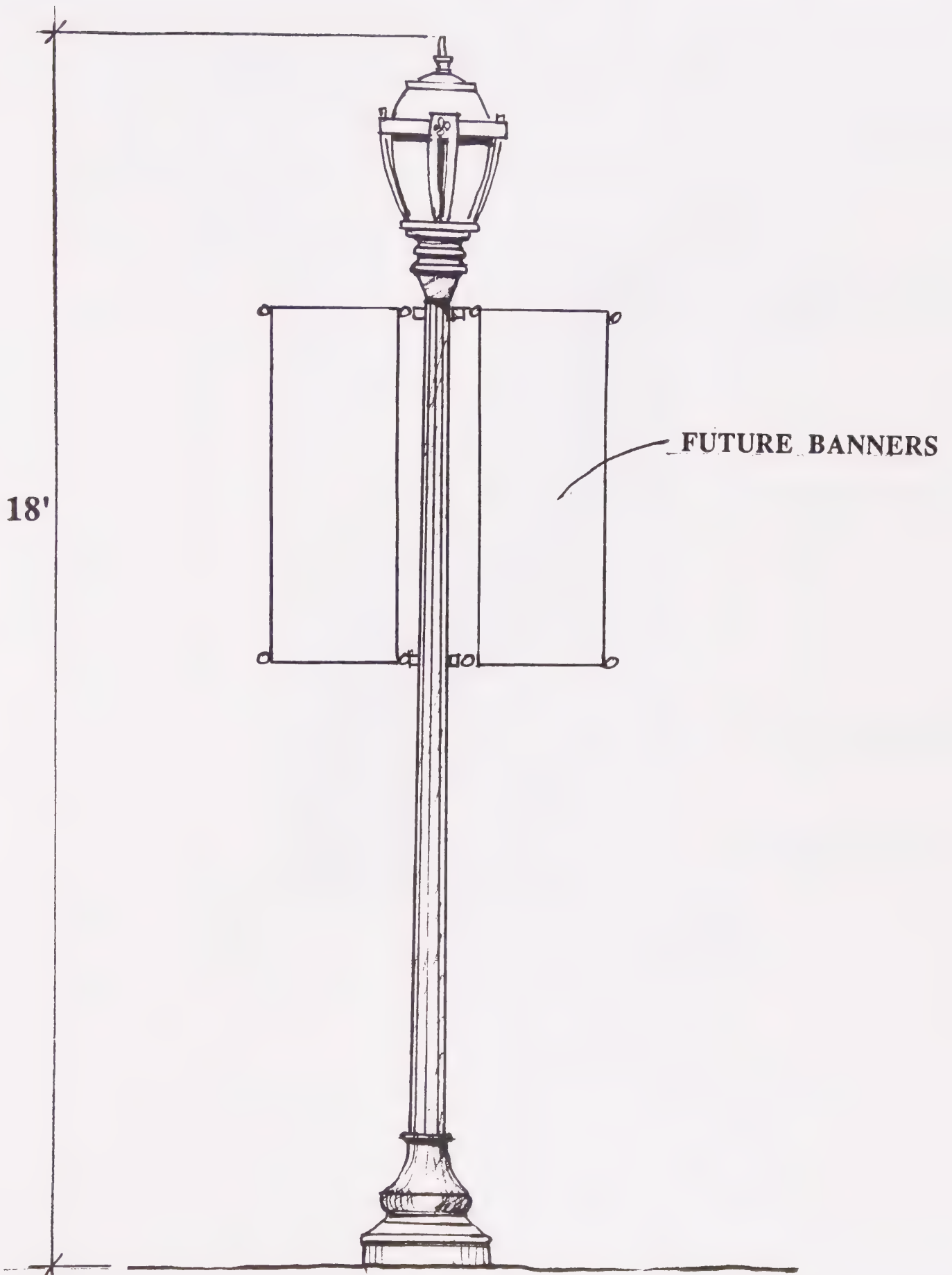
Scale 1/2" = 1'-0"

KIOSK AT BART STATION



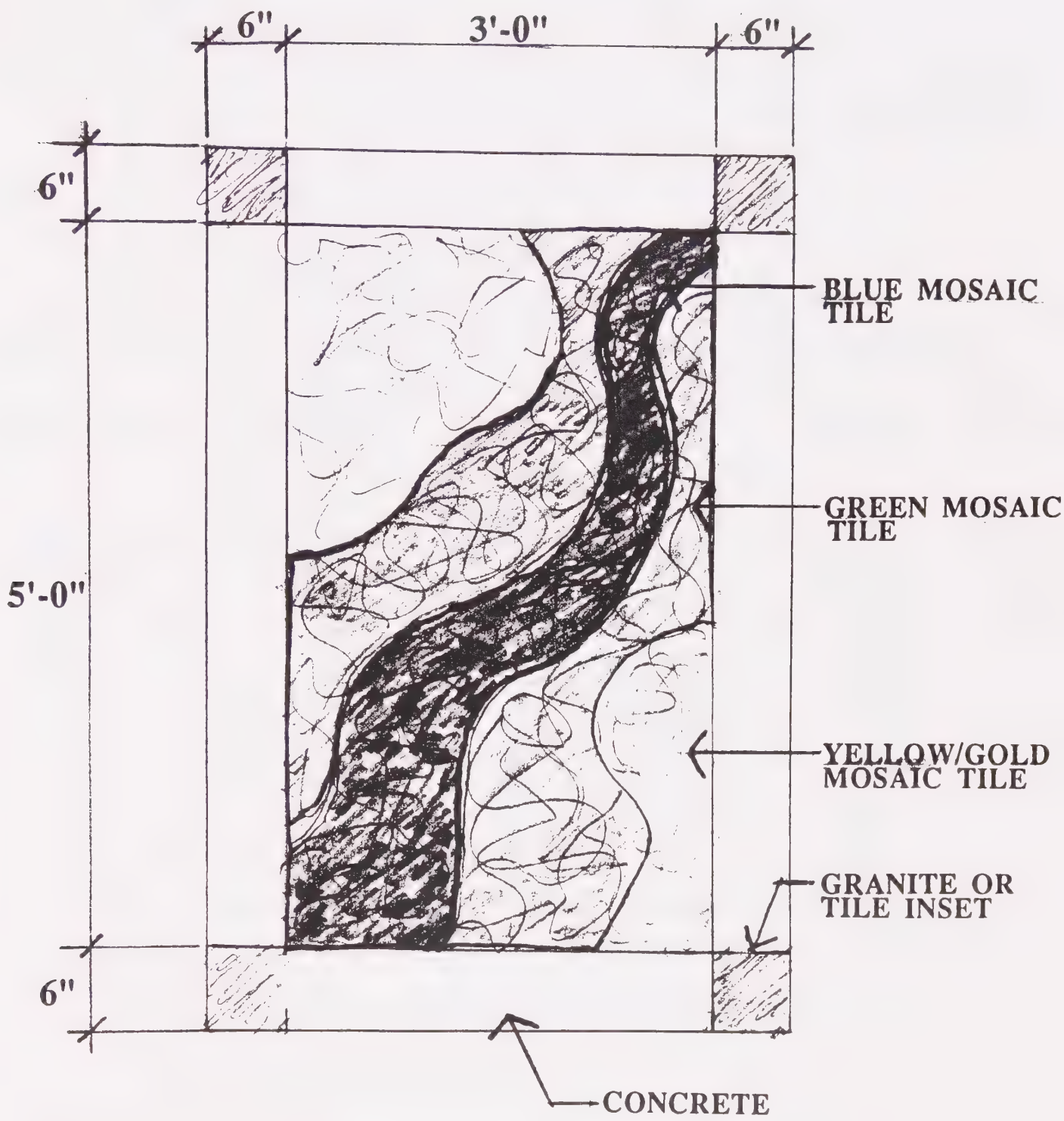
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DOUBLE LIGHT POST



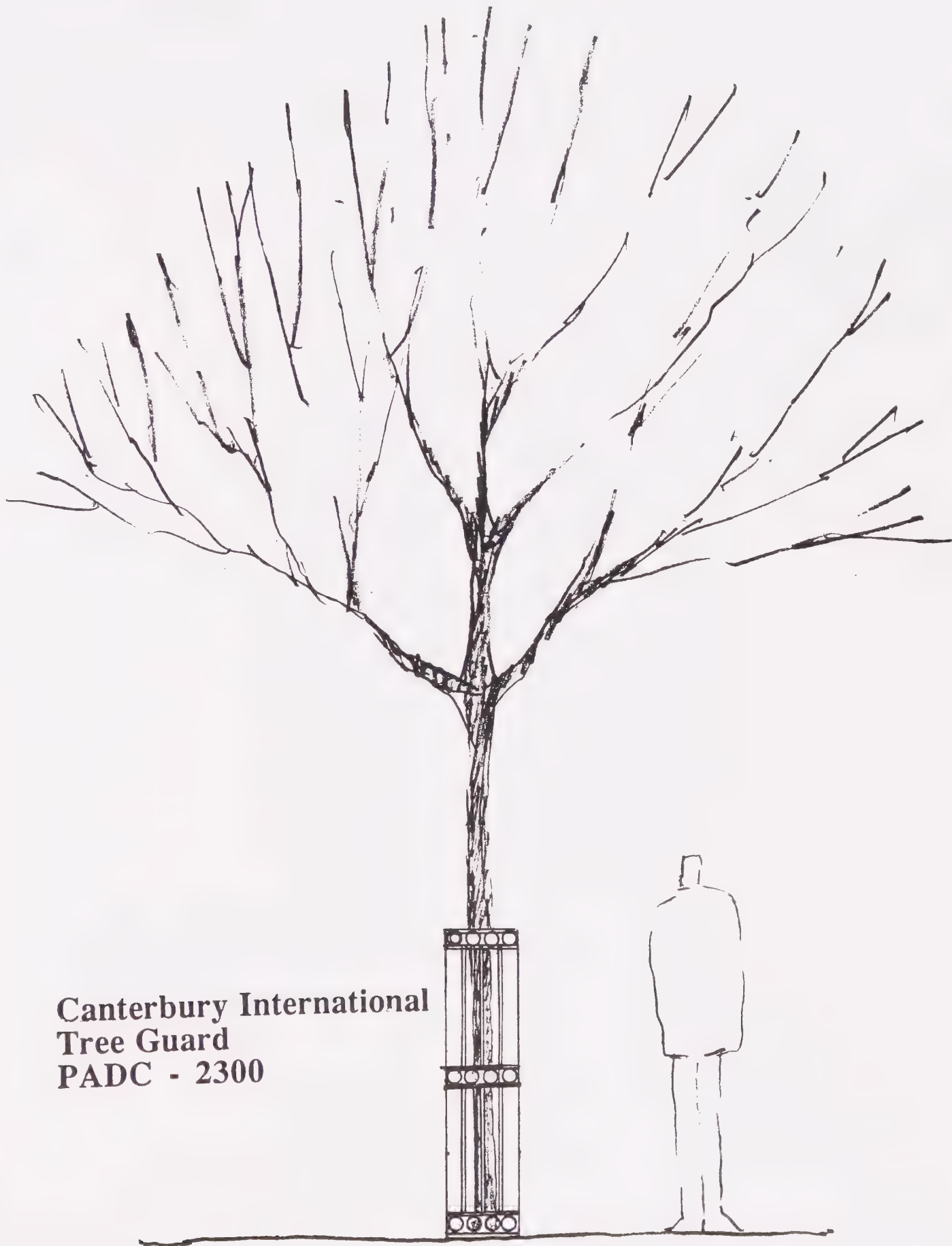
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(SEE PLAN FOR LOCATIONS)

SINGLE LIGHT POST



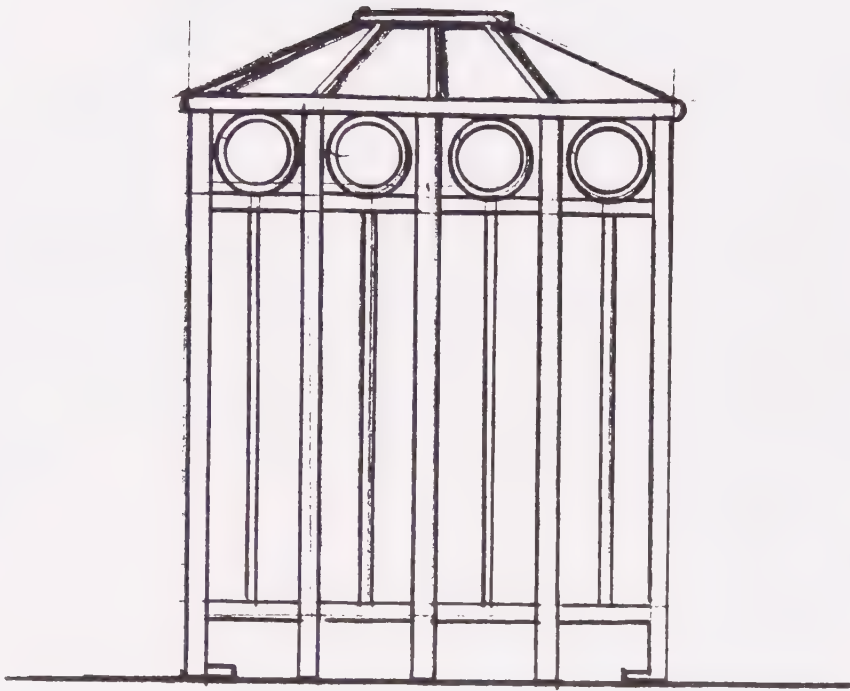
SCALE 1" = 1'-0"

SPECIAL PAVING INSETS



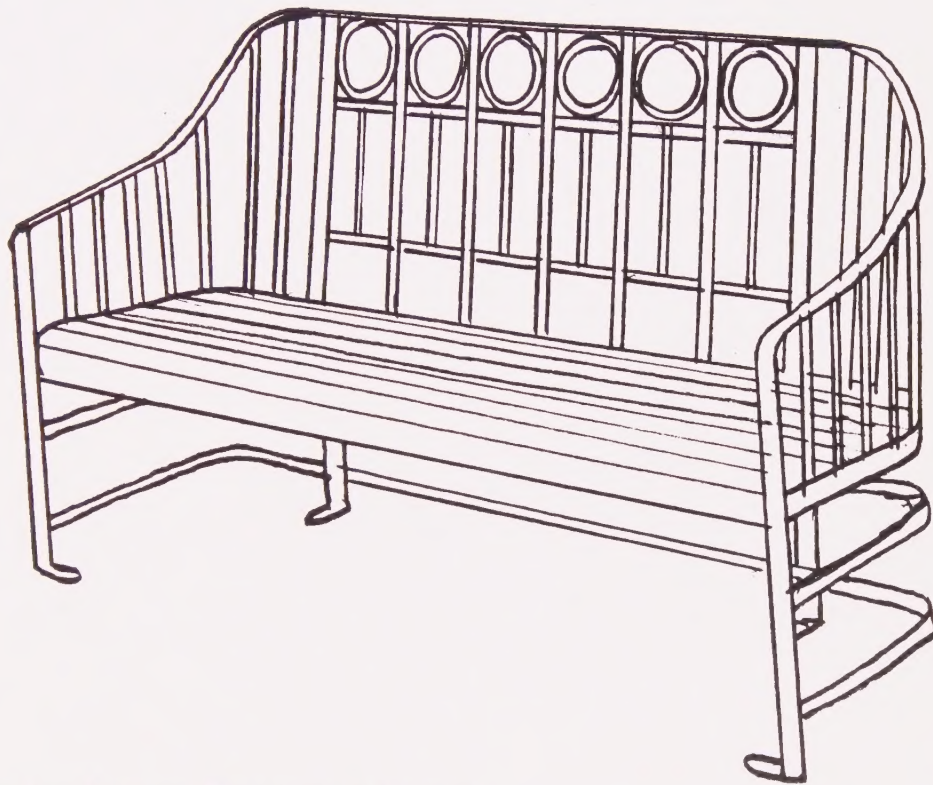
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TREE GUARD



Canterbury International
Pennsylvania Ave.
Trash/ Recycle Cans
30"x 37 1/2"

TRASH/ RECYCLE CANS



**Canterbury International
Penn SA Bench
6' Lengths**

BENCH

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